



April 28, 2004

The President
The White House
Washington, DC 20500

Arizona

Dear Mr. President:

Indiana

Iowa

Kansas

Louisiana

Maine

Michigan

Missouri

New Mexico

New Jersey

Oklahoma

Oregon

Pennsylvania

Washington

West Virginia

Wisconsin

Wyoming

We urge you to reconsider your position on the pending six-year transportation authorization legislation and agree to support the \$318 billion approved overwhelmingly by the U.S. Senate. The Senate's funding level will lead to far more economic development activity and create more jobs than either your administration's proposal or the House-passed bill.

The need for action is immediate. Wall Street knows that each dollar invested in highway construction generates \$1.80 of short-term growth in gross domestic product. For "Main Street" businesses, the Senate's funding level will support at least 275,000 more jobs than the administration's proposal and almost 230,000 more than the House legislation this year alone. Now, when the economy is showing signs of recovery, an adequately funded highway bill will boost employment and encourage business expansion.


According to the U.S. Department of Transportation's *2002 Conditions and Performance Report* on the nation's highways, bridges and transit, America's highways have suffered deterioration throughout the past decade, as have bus and rail maintenance facilities. Despite TEA 21's success in helping to narrow our nation's infrastructure gap, your administration determined that "even maintaining" highway and bridge conditions would require significant new investments by all levels of government. And, according to the American Association of State Highway and Transportation Officials (AASHTO), annual capital investment of \$111 billion is needed by federal, state and local governments *just to maintain* the physical condition and performance of our highway and transit systems.

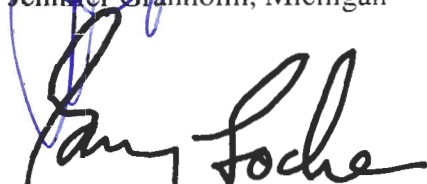
Our infrastructure needs are immense and immediate. State and local governments depend on a strong federal partnership, and economic growth depends on robust infrastructure investment. The Senate bill also meets your demand that the federal gas tax not be increased and avoids financing mechanisms that could adversely affect the deficit or be construed as concealing the true cost of the program.


However, our central reason for asking you to reconsider your position is simply more, well paying American jobs. As you know, the Department of Transportation estimates that for every \$1 billion invested in transportation infrastructure, 47,500 new jobs are created. By insisting that this legislation be reduced by \$62 billion, you are missing a prime opportunity to stimulate economic development and create new jobs.

Mr. President, thank you for your consideration.

Sincerely,

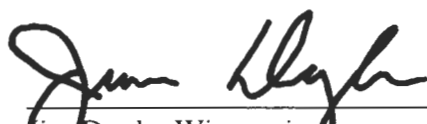


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Gary Locke, Washington


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Jim Doyle, Wisconsin

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Bill Richardson, New Mexico


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